SOME ITEMS OF INTEREST FROM RALEIGH N. C.

The Roadsters and Trotters Owned There. Sale of Sea Gift. The New Berne Fair Race Program - Lily M. Here.

There is much to interest the visitor to the pleasant city of Raleigh, and a spent in North Carolina's State capal makes one feel that Southern hos-tiality lingers as of yore. The elimate is did and the driveways extend out into tion full of memories of bygone of, though some are still retained. The aged brown stallion oberon, by Messen ger Duree, out of Kitty Harker, by Ethan Allen, is vigorous and well preserved. He was presented to Mr. Batchelor some years ago by Mr. Dean Sage, of Albany, N. Y., and has since been driven on the west.

Little Tole, 2:19 1-4, has all the beauty I finish of that diminutive son of Pam-and is no larger. Their dam was an

Mr. Ratchelor thinks the Corporal sould trot fast if trained. Calatrar, a sig three-year-old son of Alcantara and dida, sister to Girflue, 2:22 1-2, has been few mares, among them Flored to a few mares, among them Flor-a, by Oberon, out of Kentucky May, by entucky Prince, and Madelle, by Red likes, dam by Strathmore. Both are

ted at the farm, ut at the Exposition-grounds track F. Black and Fred Burns are winter-some trotters and thoroughbreds, easier Black and Burns will conduct a public training stable next season.
Burns, until recently, was employed at
Alamance farm, the home of Jno. R.
Gentry, 2.03 3-4, and Baronet, 2:iii 1-2,
and while there broke and developed some ast youngsters, among them the fast solt Pamiet, by Pamlico, that this fall, in his two-year-old form, paced quarters in

his two-year-old form, paced quarters in better than 38 seconds.

Mr. Elack owns the bay mare Misa Charlotte, dum by Superior: the bay stallion Robert Burdette, by C. F. Clay, dam by Pancoast, and others.

The Raleigh racing stable, of which Mr. James Eoylan is manager and Juo. E. Chok trainer, occupies snug quarters in one of the big Exposition buildings, and under cover is a winter training track.

Mr. Cook is handling a string of a dozen or more thoroughbreds, among them Eno, chestnut horse, by Wilful, dam White Squall; Wilful Hilda, chestnut filly by Wilful, out of Hildegarde: St. Eolgas, yilful, out of Hildegarde; St. Eobras, hestnut colt by Eolus, out of St. Onca, ancola, brown filly by Eolus, out of ennie McCarthy; bay colt by Caroline; Jennie McCarthy; bay coit by Caroline; bay coit by Springfield, out of Homeopathy; bay colt by imp. Charaxus, out of Contenta; chestnut filly by Eon, out of Jennie McCarthy; brown filly by Britansic, out of Little Vic, and bay colt, full brother to Gutta Percha, by imp. Galore, out of Issaquena. Mr. Boylan is himself the owner of the marcs St. Orga, by imp. St. Blaise, out of Offitpaa, by mp. Leamington, and Passa Rosa, by mp. Vyrle Daly, out of Irene, by Leinter, both in foal to Brie, son of imported struchino.

At Waverly farm, owner of the late Maj. R. S. Tucker, are the thoroughred mares Contenta, by Jno. Happy, out of Firanza, by Virgil, and Jennie McCarthy, by Duke of Magenta, out of imported Genista, by King Tom. These mares are in foal to Brie.

on the same farm is a chestnut colt on the same farm is a chestnut colt to years old, by Pamilco, out of Roxie ilkes, by Superior, that is highly finish-and very handsome; also a bay filly fee years old by the same sire, but

three years old by the same sire, but out of Maud, by Roanoke.

At Fairview, the well-known breeding establishment of Capt. B. P. Williamson, which is located but a short distance from the city, are the stallions Franklin Chief, by Ben Franklin; Moondyne, by Sherman, out of Troublesome, 2:25, and Currituck, by Meander, out of a sister to 2:50, by Bona Fide. Among the mares are daughters of Happy

Modium, overstreet Wilkes, Gillig, Pegan,
Mountain Roy, and other sires.

Among Raleigh's well-known road drivers are Mr. Ed. H. Lee, owner of Colle
Lovell, a chestnut filly three years old,
by Pamilico, dam Nymph, by Keveler, and by Pamilico, dam Nymph, by Reveier, and Hugh M., a brown colt two years old by Pamilico, out of Molly, by Henry Clay. R. H. Crawford, of the Park Hotel, has a well-finished, handsome brown filly three years old, by Pamilico, dam by Mountaffi Hoy. Mr. T. H. Murray, of the Seaboard Alf Line, drives the gray mare Nellie Baker, by Robert Medium, out of Lottle Lee, by Brown Chief. A three-year-old filly called Annie Pamilico. out of Lottle Lee, by Brown Chief. A three-year-old filly called Annie Pamlico, by Pamlico, dam Lottle Lee, is a natural pacer and can show quarters in 3t seconds, though her full brother, a chest-nut coit two years old, takes to the trot and is likely to go fast at that gait.

That clever gentleman and well-known physician, Dr. James McKee, usually has several good ones in his privar stables. The brown mare Electra is L.s favorite and has served him as a roadster since 1814. She was foaled in 1870, and with glight handling trotted a mile in 2.37.

17.4. She was fooled in 1800, and with glight handling trotted a mile in 2:37. Electra is 'y Indian Chief, dam Daphne, by Mamba no Chief. Dr. McKee also owns the bay stallion Robert Medium, 2:29, full brother to Neta Medium, 2:22-1-2. Robert Medium is an exceptionally clever road horse and in harness as quiet as a gelding. Juo. W. Cross has the fast black mare Kitty Hawk, 2:28 1-2, by Baron Browne, and a bay yearing colt by Trevilian, 2:08 1-4. James Schwartz has a clever road mare

in Miss Mills, by Chosroes, that can pull two men in a wagon and go fast.

Dr. J. R. Riogers is well pleased with his recent purchase, Mambrino Giri. 2:20, by Victor Ven Bismarck, and is driving her on the road. Dr. A. W. Goodwin and R. L. Stekes have a couple of prescripte cities in Lineary and Linear and

driving her on the road. Dr. A. W. Goodwin and R. L. Stokes have a couple of promising coits in Jaboric and Ugo, beth two-year-olds and cut of dams by Melville Chief and Superior.

E. V. Denton uses on the road Atlas D., a five-year-old bay son of Allandorf, and Sigma, 2:31, by Grand Sentinel. Mr. Denton has several other good ones, including the bay mare Miss Meadows, by Franklin Chief, and Red Star, by Cedric the Saxon, out of Fannie G., by Star Almont. W. A. Nixon has the chestnut gelding Mac Allen, by Allendorf, and Roberta Medium, by Robert Medium, and R. L. Johnson owns the bay gelding Ben Bow, by Red Alle.

Logan Benham, who has followed the Grand Circuit for several years and shod many of the great lights of the harness turf, is spending the winter at Graham, N. C., where he is doing the shoeing for Jno. R. Gentry, Baroact, Lissa, 2:16-3-4; Burdell, 2:21, and other horses owned by Holt & Scott at Alamance farm.

Among the prominent turf performers

mance farm.

Among the prominent turf performers shod by Benham during the past season were Joe Patchen, 2:04; Fidol, 2:04 1-2; Frank Agan, 2:05 3-4; Abnet, Miss Nelson, Aphrite, Sulphide, Slumber, Impetuous,

Aphrite. Suprime, Summer, Impersons, and others.

Mr. C. P. Vanstory, of Greensboro, N. C., is using as a road horse the handsome bay stallion Presque Isle, 2:29 1-4. The big son of Norfolk is perfectly tractable and kind and can draw a road wagon about as fast as the average man cares to ride. Mr. Vanstory's son, George Vanstory, a very clever youth, has a nice yearling in the bay filly Jennie Chamberland, by Harry Almont, dam Vivi, by Vivesse, broken to harness by himself. Jennie Chamberland is a pacer and with young Vanstory behind her the daughter of Ferry Almont can show

a three-minute gait easily to a read-cart. Mr. J. H. Walsh, also a resident of Greensboro, and with the Southern Rail-way Company, has a two-year-old gray filly, called Lula Ray, that has shown quite fast at the pace. She is by Vi-yesse, dam by Onward, and Mr. Waish bopes to see her beat 2.20 next season.

Mr. J. C. Blackley, of Durham, N. C.,
owns the chestrut filly Teaspar, two years old, by Teatray, out of Feispar, and will have her handled for speed next season. The daughter of Teatray should be able to win her keep in fair company. Capt. R. J. Hancock writes me from Overten, Va., that the stallions and brood mares at Eliersije stad are winter-

Annual fair will be need at New Dense, N. C., on February Eath. 25th. 25th, and 25th next, writes that he anticipates a very successful exhibition, and the out-look is highly encouraging. Mr. Reizen-stein has insued an attractive race org-gramme, and over \$3,000 will be hung up in nursus for testers and runners during the four days meeting. The programme is as follows:

frut day-Tuesday, Feb. Eth. 1 o'clock

Mile heats. Best three in five.
 Running race, purse \$100. 2-3 mile.

3—Trotting to harness, 2:35 class, purse 300. Mile heats. Best three in five. Second day—Wednesday, Feb. 28, 1 o'clock P. M.:

4—Trotting to barness, 2:40 class, purse 60. Mile heats. Best three in five. 5—Running race, purse \$500, 2-3 mile. loss two is these

6-Trotting to harness, 2:20 class, purse, 1960. Mile heats. Best three in five. Third day-Thursday, Feb. 27th, 1 o'clock P. M.:

O'clock P. M.:
7—Trotting to harness, 250 class, purse
\$300. Mile heats. Best three in five.
8—Pree for all-trotting to harness,
purse \$400. Mile heats. East three in five.

9-Running race, purse \$150. 2-3 mile. Best two in three. Fourth day-Friday, Feb. 25th, 1 o'clock P. M.:

purse 1998. Mile heals. Hest three in five.

Il-Running race, purse \$150, 2-5 mile.

Best two in three.

Ifr. William G. Owens, well known in newspaper circles and as the secretary of the State Agricultural Society, has removed to Midlothian, near here, on

Mr. Blake owns Prince Belmont, a two-year-old filly, and a yearling coll, both out of Sea Gift.

TROAD ROCK

Not Scholars, But Gentlemen

Compliments of Montana Jim, and he assures D. J., that it will afford him the attnost pleasure to shoot at him at exactly 7 o'clock this evening at the place mentioned.

Fach man was about town during the afternoon, and they encountered each other a dozen times. On every occasion each raised his hat and boxed and expressed the hope that the other was well and happy. At 6 o'clock each retired to his headquarters and carefully cleaned pressed the hope that the other was well and happy. At 6 o'clock each retired to his headquarturs and carefully cleaned and loaded his two guns. There was no bragging or boasting—no posing for effect. Both were game men and both dead-shots, and the chances were even up between them. No one knew the cause of the trouble, and teither man entered into any explication. At exactly 7 o'clock they appeared on opposite sides of the square, each with his arms folded. They approached within thirry feet of each other and bowed, and then Rocky Maintain Joe gave the word. Four hands dropped down—four revolvers were jerked from their hobsters, and the first two shots made but one report. Then there was a popt popt popt faster than one could count, and of a sudden both men went down. It was Deadwood Jack who slowly reached his feet a moment later. He had pulled down his gun to fire when the referce held up his hand and said: "That'll do. Jack—he's passed in!" Montana Jim had four builets in him—Deadwood Jack two. The latter stood there with the blood dripping from his hip and shoulder as the rowed closed in, and then observed: "Gentlemen, let the funeral be conducted in a dignified, gented fashion, and then send in the bill by a gentleman."—Detroit Free Press.

To The Picasure-Lover,

To The Pleasure-Lover. (For The Times.) An hour-you think it nothing,
How many do you waste?
You sit and laugh and chatter
Or discuss a trivial matter.
And never care, young lady fair,
That time is flying.

An hour—to man it's little,
A boring bagatelle.
You're gambling, swearing, drinking,
And are scarcely ever thinking
How rapidly, relentlessly,
Swift time is flying.

An hour-short-sighted egot!
Were hours all meant for you
To spend in selfish pleasure
Or in winning love or treasure,
To throw away throughout each day,
While time is flying?

An hour—when you are dying,
In craven cowardice
You'll be begging, pleading, praying,
For but an hour's delaying
Of awful death, when with each breath
You know you're dying.
—FRANK J. CRAIGIE, Jr.

IN BASE BALL CIRCLES.

NEWS OF THE DIAMOND REPORTED ESPECIALLY FOR THE CRANKS.

Something About the Richmond Club-The Portsmouth Team Practically Made Up-Movements of Players.

Interest in base-ball for the season sed is beginning to manifest liself, and dieady lovers of the sport are doing a cost of talking on the subject. In a hort time the several clubs composing

McFarland, Norfolk's new Manager, has gotten a left-fielder named Pickett, who is said to be a very fine man. Tom-my Turner is to play centre and McFar-land right. This is to all appearances a

STONEWALL JACKSON'S WAY, How He Disposed of a Foe Worse Than

A story never before published as reollows: About daylight of the day before the

ecount."
"Well, sir, I have an order to give, upon the full and exact execution of which depends the success of the present movement and the result of the hat-

He said, "No, that is not all, but un-less you can resist temptation to drink you cannot earry out my orders; but I will explain." He then pointed to a large frame depot or warchouse and said: "Take your command up to that ware-house, have a large number of barrets of bread roiled out and sent down the rail-road to a point about are hundred yards from the warehouse, so that my men can get all the bread they want as they pass, and then take some picked men pass, and then take some picked men into the building and spill all the liquors there; don't spare a drop, nor let any man thate it under any circumstances. I expect you to execute this order at

any cost."

He pul. I down his cap and was about to ride back to his staff, when I said to

"General, suppose in officer of superior rank should order me under arrest and then gain possession of the warshouse?" He said with an air of solemnity i shall never forget, coming close to me and looking as if he would look me through: "Until I relieve you in person you are exempt from arrerst except upon my order in writing." He then said: "I fear that liquor more than General Pope's army," and rode off.

I took my men to the warehouse now so important in my eyes and threw a

I took my men to the warehouse now so important in my eyes and threw a guard around it, placing five men at each entrance, with orders to neither allow any one to enter nor to enter themselves. I then put some prisoners under guard to roll out the bread nearest the doors. In a little while this was done, and to guard it was apparently all that was required. But in a little while I was called to one entrance, to find a general officer with his staff, demanding that the guards should either allow him to enter or bring out some liquor. Upon my

refusal to comply with his request he ordered his adjutant to place me under

I told him that I was put there General Jackson in person and exemp from liability of arrest. He gave staff an order to dismount and enter staff an order to dismount and warehouse, and I gave my men the order to level their guns and "make ready. This made the thirsty general hatt an hold consultation with his officers, who have the transmission. But the

hold consultation with his officers, who concluded to try persuasion. But they soon found that no liquor could be had. They then asked my name and to what command I belonged, and threatened to report me for disobedience of diders of a superior officer.

Just then General A. P. Hill came galloping up with his staff. I explained the position to him, and soon saw that he took in the situation as he ordered the thirsty squad off. Then he said: "Have you orders to burn this building." On my replying that I had not he went off. Within an hour General Jackson sent

A most remarkable story of saving a ocean steamer by prayer was given o to-day when the steamer Tacoma arrive from China and Japan. Last week, who

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WINTER TO THE MEDITERRANEAN AND THE ORIENT

The Hamburg-American Line's two screw express 8.8. FUERST BISMARK will Jeave New York January 28, 18 for Maderia, Gloraltar, Alsjers, Geo Nice, Tunis, Alexandria (for Calro a the Pyramids), Jaffa (for Jerusaga Smyrna, Constantinople, Athens, Mail Messina, Falermo, Naples, Genou, Ne York, Duratten about ten weeks, Also winter cruise to the

West Indies and the Spanish Main. The Mest Indies and the Spanish Main. The Collumbia with series S. S. Collumbia will leave New York January 25, 1896, on a winter excursion.

Ocean lickets and passengers boosed for all parts of Europe. Agents for American Line, Red Star, Hamburg-American Packet Company. For line trated pamphiets and further information apply to

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weak, tired, nervous women, and crowded, overworked, struggling men. Slight difficulties, ordinary cares, household work or daily labor, magnify themselves into

seemingly impassable mountains. This is simply because the nerves are weak, the bodily organs debilitated, and they do not

Take

proper nourishment. Feed the nerves, organs and tissues on rich red blood, and how soon the glow of health comes to the pale cheeks, firmness to the unsteady hand, and strength to the faltering limb.

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Imported Decorated Dinner Sets, \$7.50, \$12.50, \$15, \$18, and \$20

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M., and SATURDAY at 4
Cabin Fare

RAILROADS

SEABOARD AIR LINE. SCHEDULE IN EFFECT SUNDAY, No. 403. Dally. Daily.

12:33 A. M.J 9:05 A. M. 1:05 A. M. 9:52 A. M.

August Atlanta and points

had Pultaan service, led Limited Train, thehmond to Atlanta, it Atlanta for New Or-e South and Southwest, has with the Southern and Pacific railroads. No extra charge or

ATLANTIC COAST LINE.

9:00 A. M., Arrive Petersburg 8:31 A. M., Norfolk 11:25 A. M. Stops only at Petersburg, Waverly, and Suffolk, Va.
9:05 A. M., Arrives Petersburg 9:50 A. M., Weldon 11:15 A. M., Fayette-ville 4:20 P. M., Charleston 11:13 P. M., Savannah 1:40 A. M., Jacksonville 5:55 A. M., Port Tampa 6:40 P. M. Connects at Wilson with No. C. arriging Goldsboro 3:50 P.

7:00 P. M., Norfolk, Surfolk, Waverly, and Petersburg, Lynchburg, and the West.

the West.
Scil P. M., Petersburg Local.
T. M. EMERSON,
J. R. KENLY. Traffic Manager.
General Manager.
C. S. CAMPBELL,
Division Passenger Agent.

CHEDULE IN EFFECT DEC. 1, 1995.

SCHEDULE IN EFFECT DEC. 1, 1895.
SCHEDULE IN EFFECT DEC. 1, 1895.
LEAVE RICHMOND CHALLY, STRUBE
STREET STATION.

9:00 A. M. RICHMOND AND NORFOLK VESTIBULE LIMITED. Arrive Norfolk II:50 A.
M. Stops only at Petersburg,
Waverly, and Suffolk. Secondclass tickets not accepted for
passage on this Irain.

9:00 A. M., THE CHICAGO EXPRESS,
for Lynchburg, Roanoke, Bluefield, Pocahoutas, Kenoya. Columbus, and Chicago. Pollman
Buffet Siesper Roanoke to Columbus without change. Also,
for Pulaski, Bristol, Knoxville,
Chattanogga, and Intermediate
points.

5:30 P. M. For Suffolk Norfolk and In-

for Pulaski, Bristol, Knoxville, Chattanooga and Intermediate points.

5:30 P. M. For Suffolk, Norfolk, and intermediate stations; arrives at Norfolk at 5:00 P. M.

11:20 P. M., For Roanoke, Radford, Pulaski, and Bristol. Connects at Roanoke with Washington and Chattanooga Limited, Pullman Sleepers Roanoke to M. implies and New Orleans. Also, for Bluenield, and Possanomtas. Also, for Rocky Mount and all stations on Winston Salem division. Pullman Palace Sleeper between Richmond and Lynchbarg. Barths ready for occupancy at 200 P. M. Also, Pullman Sleeper Petersburg to Roanoke.

Trains arrive Richmond from Lynchbarg and the West daily at 6:00 A. M. and 7:00 P. M.; from Norfolk and the East at 11:00 A. M. and VESTIBULED LIMITED 7:00 P. M.

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Eighti - STREIT ATION.

ARRIVE MIGHTH - STREET STATION. Except Sunday from Colum-

SOUTHERN RAILWAY.

SCHEDULE IN EFFECT NOV. 17, 186 LEAVE BYRD-STREET STATION. 7:00 A. M. Dally, for Washington and points North, Stops at Elba and local stations, Pullman-

12:00 M. Daily, except Sunday, for Washington and points North Stops at Elba, Ashland, Doswell, Billford, Frashricksburg, Brooke, and Widewater. Parlor-Carr, also, connects with Congressional Limited at Washington.

7:15 P. M. Daily, for Washington and points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, and other stations, Sunday, Sleeper Richmond to New York.

BYRD-STREET STATION. ARRIVE B. Stops at Widewater, Brooke, Fredericksburg, Mi-ford, Isoawell, and Ashland, and other stations Suniays, Shoper New York to Rich-

Siseper New York to Biebmond.

2:45 P. M. buily, except Sunday, Stops
at local stations and Elma
Parlor-Car from Washington.

7:40 P. M. buily. Stops only at Frederleksburg. Doswell, and Ashland. Pullman-Cars from New
York and Washington.

12:25 A. M. buily. Stops at principal local
stations and Etha. Sisepingdor. Connects with Congressional Limited between New
York and Washington.

FREDERICKSB'G ACCOMMODATION.

(Daily, except Sunday.)

4:09 P. M. Leaves Byrd-Street Station.

S:30 A. M. Arrives Etha.

6:42 A. M. Leaves Elba.

6:46 P. M. Leaves Elba.

6:47 P. M. Arrives Elba.

6:48 A. M. Arrives Elba.

C. A. TAYLOR, Traffic Manager.

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